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PICTURESQUE  
SPRINGFIELD  
NEW JERSEY

---

One of the Finest Places for Home Building  
within Easy Reach of New York

17  
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BY

J. C. SALTER

PHOTO ENGRAVING CO.  
67 PARK PLACE N. Y.



NOW that it has become the accepted thing for a person of moderate means, as well as those in affluent circumstances, to live out of town while engaged in transacting business in New York City, it has become a matter of interest to thousands to know the most desirable points at which to locate. In New Jersey there are some of the most delightful spots within forty miles of the metropolis, and none surpasses SPRINGFIELD in any of the points of desirability. The ground is high, drainage perfect, streets are graded, shade trees planted and fine macadam roads extend in all directions, while the country surrounding it is most beautiful in every respect. It is only 18 miles from New York by the D. L. & W. R. R., and is the centre from which are reached, over the elegant new roads: Newark, distant 7 miles; Elizabeth, 5 miles; Cranford, 5 miles; Roselle, 5 miles; Plainfield, 9 miles; Westfield, 5 miles; Morristown, 10 miles; Summit, 2½ miles; Short Hills, 1 mile; Milburn, 1 mile; and South Orange, 3 miles. All these places are constantly extending their limits, and fast decreasing the distance between them and Springfield, and electric line communication with them is a thing of the near future.

Though a town of some little historic interest, on account of the Revolutionary battles fought there of which traces are still occasionally found in the shape of bullets imbedded in its stately old trees), SPRINGFIELD has, until within a few years past, been comparatively unknown to the outside world.

During the great advance that has taken place in values in all portions of the State of New Jersey, and the many new towns that have sprung into existence, SPRINGFIELD has done little to attract settlers from New York. This has been partly due to the fact that her property has been owned by people who have been content to live quietly on their estates without attempting to convert them into villa plots and building lots, but more particularly to the fact that though but a mile from the railroad station, the roads were sandy and poor.

The beauty of this quiet old town, however, with its quaint buildings, wide, sleepy streets, shaded by noble elms, its verdant surrounding meadows and willow banked streams, has each year been the means of attracting new comers, and now that Union County has spent upwards of \$400,000 in macadamizing its roads, which, together with those of the famous Orange district, are noted from Maine to California as being the best system of roads in the United States, a transformation has taken place.

The old cinder paths are being yearly replaced with flagstone pavement (of which there are now about 4,000 feet), and will soon be but a memory, treasured by the "oldest inhabitant"; houses, barns and fences have been repainted, more shade trees planted, and the little village, its slumbers for the past century disturbed by \* the merry and constant click of the carpenter's hammer on the houses

in process of construction, is at last awakening, and showing signs of active metropolitan life.

Every Sunday there can be seen a constant stream of fine equipages driving over its elegant roads from Newark, Elizabeth, Plainfield, Short Hills, Summit and towns in vicinity, and bicycle riders, who most appreciate and best know where to find good roads, pass by in endless succession, enjoy-



\* RESIDENCE BEING ERECTED NEXT TO LOT 139.

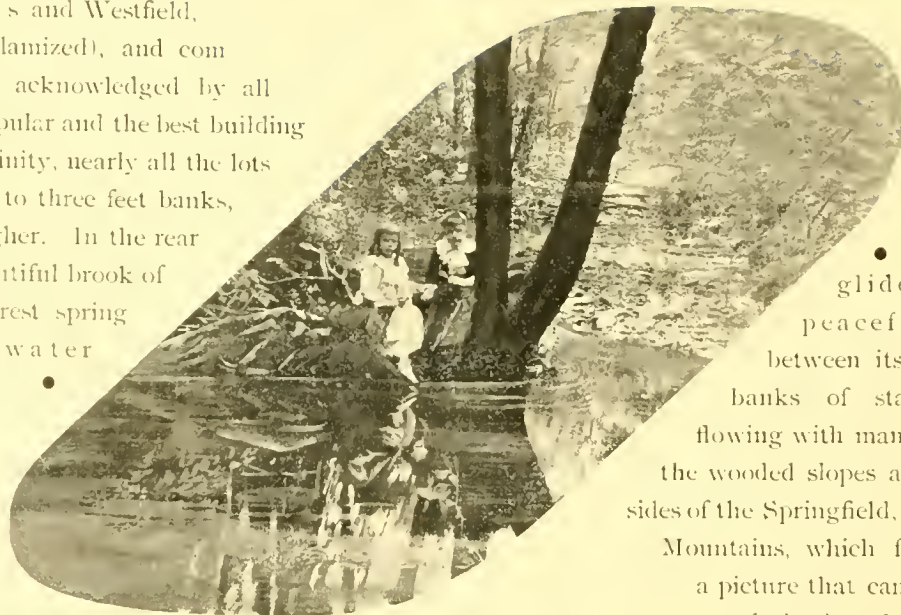


MORRIS AVE. LOOKING FROM P. O. TOWARDS ELIZABETH.

ing to the fullest the delights that Springfield offers them.

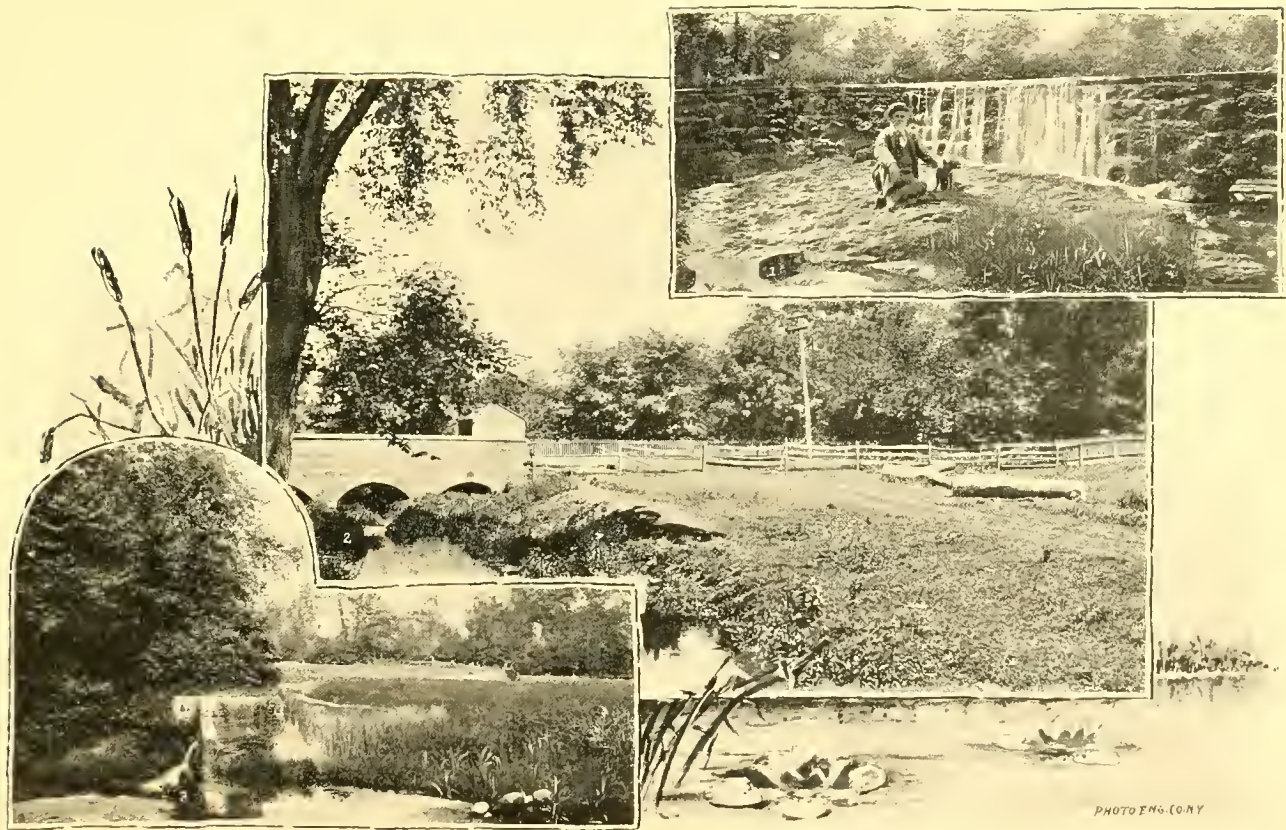
Springfield was first settled by the Briants, about 1717, and the tract now for sale is part (20 acres) of that estate, of which but sixty acres remain, and which has been better known of late years as the "Jane Keeler Estate." It lies right in the heart of th-

town,  
 fronting on  
 the main avenues  
 (Morris and Westfield,  
 both macadamized), and com-  
 prises what is acknowledged by all  
 to be the most popular and the best building  
 sites in the vicinity, nearly all the lots  
 having one to three feet banks,  
 some higher. In the rear  
 a beautiful brook of  
 purest spring  
 water



BY THE BROOK, SALTER TRACT.

glides  
 peacefully  
 between its shaded  
 banks of stately oaks,  
 flowing with many a turn, from  
 the wooded slopes and forest covered  
 sides of the Springfield, Summit and Orange  
 Mountains, which form a frame for  
 a picture that cannot but excite  
 admiration in the eyes  
 of all lovers of the  
 beautiful in  
 nature.



THE LILY POND.

THE BRIDGE.

THE FALLS.

In the fall of 1892 the best engineering talent was engaged, the land surveyed, streets constructed, and choice building plots laid out. The streets are 50 feet wide—30 feet being allowed for roadway, with 10 foot sidewalks. Shade trees were carefully selected, principally Maple, with a sprinkling of Oak, Chestnut, Spruce and Elm, and planted 50 feet apart; the banks were sloped back five feet for terraces, the gutter line was sodded a distance of 3 feet, cinder sidewalks 5 feet wide constructed and the whole tract in the village seeded to grass. Plots are mostly 25-feet front by 150 feet deep. There are, however, a few only 100-feet deep, and others, by the brook, running from 100 feet to 350 feet deep, these last being particularly choice. Until ten or fifteen lots are disposed of, the basis of sale will be as follows

**\$100.00        =        FOR A LOT, 25 x 100,        =        \$100.00**

**\$150.00        =        FOR A PLOT, 25 x 150,        =        \$150.00**

in other words, \$6.00 a foot front for a plot 150-foot deep, for lots fronting on Keeler and Salter Places. For lots on Morris and Westfield Avenues, present price is \$10.00 a foot front. While not desirous of selling any of these, a very few would be sold at figures stated. All corner lots 25 per cent. more. A DISCOUNT OF 10 PER CENT WILL BE ALLOWED IF HOUSE IS ERECTED WITHIN THREE MONTHS FROM DATE OF PURCHASE.

The land is restricted against sale of liquors, and against erection of houses that shall cost less than \$1,200 each; all houses to be located at least 25 feet from the fence line of the street or avenue on which the lot fronts, thus securing that most desirable and attractive feature, uniformity of line.



THE PRESBYTERIAN PARSONAGE.

PRESBYTERIAN CHURCH FINISHED IN 1791.

THE SHELTERING ELM,  
SENTINEL, O'ER THE DEAD.

Springfield is reached either by taking the D. L. & W. R. R. Morris & Essex Division to Millburn (17 miles from Jersey City), and carriage or Hoffs' line of Stages to Springfield (one mile), or by any of the various railroads to Elizabeth, and Hoffs' stage from there to Springfield. This latter route, though taking more time, gives one a much better idea of the country lying between Elizabeth and Springfield, which is a constant succession of beautiful landscapes.

TO REACH SPRINGFIELD VIA D. L. & W. TO MILLBURN

LOCAL PASSENGER TRAIN SERVICE BETWEEN NEW YORK AND MORRISTOWN.

FROM OFFICIAL TIME TABLE, MAY 23TH, 1894

LOCAL PASSENGER TRAIN SERVICE BETWEEN MORRISTOWN AND NEW YORK.

21 TRAINS FROM NEW YORK TO MILLBURN

28 TRAINS TO NEW YORK FROM MILLBURN.



WINTER, MORRIS AVE.  
FROM P. O. TOWARDS SHORT HILLS.

MOUNTAIN SIDE, SALTER TRACT.

RESIDENCE, DR. HARRIS,  
ON MORRIS AVENUE.

The population of Springfield is at present about eleven hundred. It never was a "boom" town in the unfavorable acceptation of the term. Conservatism, sound judgment and a prudent and cautious policy unite in the guidance of her affairs, and to-day she stands on a solid and substantial basis, as shown by her taxable values and her growing and prosperous population. The wise and thrifty investor who puts his money into real estate may assuredly look to see it yield him percentages large and steady and constantly increasing.

## TERMS.

Cash is preferred: but if this is not convenient, sales will be made on following basis:

One quarter cash on execution of contract; balance to be divided into three equal parts, for which promissory notes will be given, due in four, eight and twelve months; when last note is paid, Warranty Deed will be given.

FOR FURTHER PARTICULARS APPLY TO

**J. C. SALTER,**

26 BROADWAY, NEW YORK CITY.

OR TO 

**N. C. COX,**

AGENT.

AT POST OFFICE, SPRINGFIELD, N. J.



MORRIS AVE., LOOKING FROM P. O. TOWARDS SHORT HILLS.

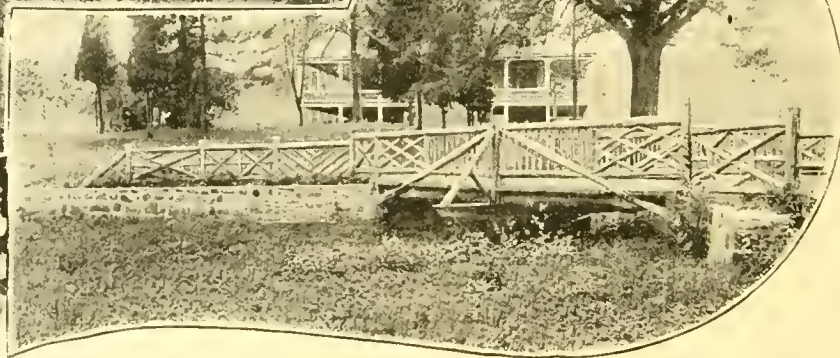
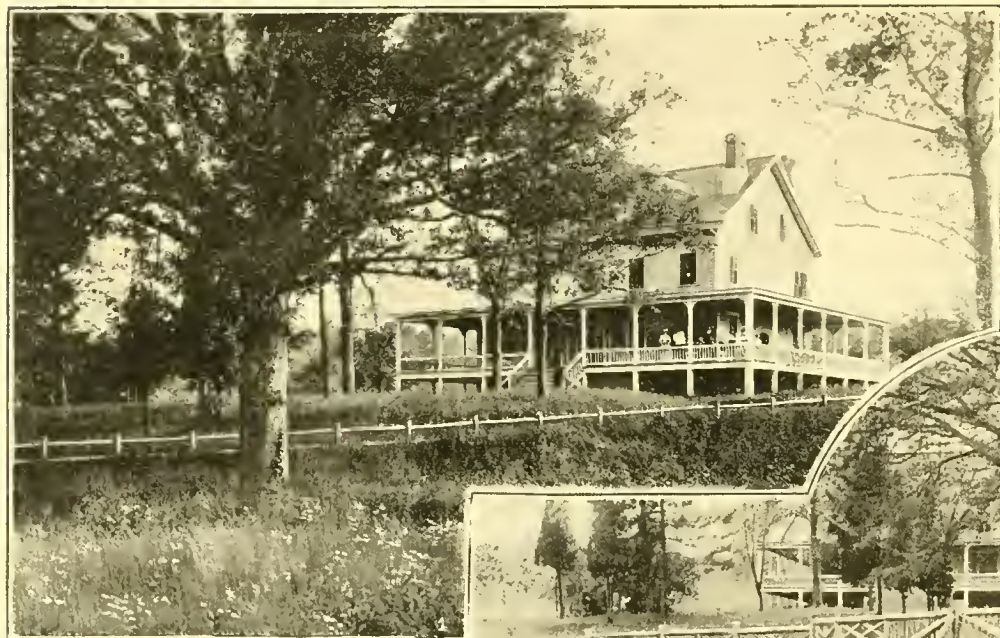


PHOTO. ENG. CO. N.Y.

PROPERTY OF J. R. PITCHER, SHOWING RUSTIC BRIDGE APPROACH  
ADJACENT TO SALTER TRACT.

FOR SALE, ADDRESS, JAS. J. PITCHER, SHORT HILLS, N. J.



WEST FIELD AVENUE FRONT, SALTER TRACT.



BIRDSEYE VIEWS SHOWING PORTIONS OF SALTER PLACE.



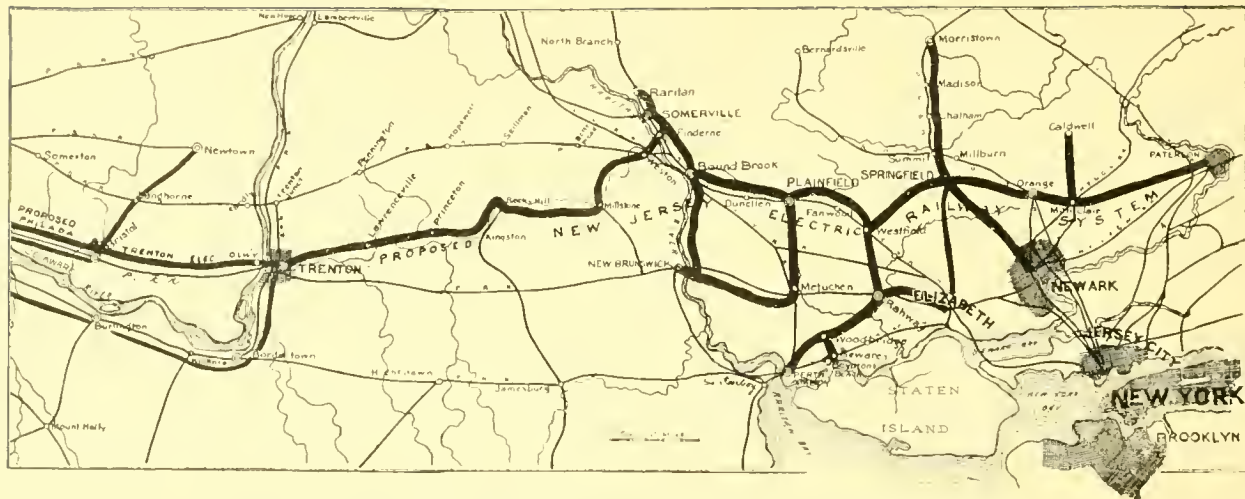
LOOKING UP SALTER PLACE, FROM MORRIS AVENUE.



LOOKING UP KEELER PLACE, FROM WESTFIELD AVENUE.



LOOKING UP KEELER PLACE, FROM MORRIS AVENUE, AUGUST 24TH, 1894.



MAP SHOWING ROUTE OF THE PROPOSED NEW JERSEY ELECTRICAL RAILWAY.

*N. Y. Herald, Saturday, July 14, 1891.*

### BIG TROLLEY SYSTEM.

SHREWD MEN LAUNCH IN NEW JERSEY A MOST STUPENDOUS ELECTRICAL ENTERPRISE—ITS CAPITAL \$10,000,000—TO CONNECT NEW YORK AND PHILADELPHIA IT TAKES IN MANY EXISTING ROADS—PENNSYLVANIA'S SHREWD COUP—IT IS ENCOMBRING THE SYSTEM WHICH WILL TOUCH EVERY IMPORTANT POINT IN THE STATE.

[By Telegraph to the Herald.]

TRENTON, N. J., July 13, 1891.—There was to-day an article of incorporation in the office of the Secretary of State, which brings into existence a monster electrical railway corporation, having for its object the connection of New York and New Jersey, by trolley line. The capital stock is

\$10,000,000, and the fee for filing certificate, together with the bonus to be placed on deposit under the railroad laws of the State, is \$28,000.

The scheme, which has been fully outlined in the *HERALD*, was for some time deemed impracticable by some promoters, but it was given new energy by a recent reorganization, which placed to the fore Mayor McGowan, manager of the Trenton Potter syndicate and principal owner of all the rubber mills in this part of the State. A confidential agent was put to work and many pledges of stock were received along the proposed line. Bankers in New York and Philadelphia have assured enough capital to warrant the immediate preparation for laying the tracks.

The right of way has been secured in nearly all the points that will be covered.

There will be one hundred and fifty miles of electrical railway. There will be lateral branches and ramifications, taking in nearly all the cities and principal towns of the State.

#### NETWORK OF ROADS.

The projected system is the most stupendous and important enterprise ever inaugurated in New Jersey since the building of the old Camden and Amboy road in the '30's. It will do quite as much for the development of the State. It is not merely a single trunk line running by the nearest route between New York and Philadelphia, but a network of roads, affording accommodations both for travel and for traffic of the several millions of persons.

The direct line of the main stem commences at Paterson, where connections will be made with the street railway system of

that city. Leaving Paterson the road will pass through Upper Montclair, Montclair, Bloomfield, Orange, East and West Orange, South Orange, Maplewood, Wyoming, Springfield, Westfield, Fanwood and Netherwood to a connection with the present electrical railway system in Plainfield, and thence through Plainfield to Bound Brook.

Crossing the track of the New Jersey Central Railroad at Findern, the road will continue past Hillsboro station on the Lehigh Valley Railroad, and Weston Station, on the Philadelphia and Reading, and thence to Millston, Rocky Hill, Princeton, Lawrenceville and Trenton.

Branches will run from Bound Brook to New Brunswick, Somerville and Raritan, from Bloomfield to Irvington, and to Morristown via Chatham and Madison. At Irvington connections will be made with the existing lines of the Traction Company, making a direct route to Newark and Jersey City. From Westfield the road will be built to Rahway, connecting there with the electric railway now being constructed to Lebanon and Boynton; South Beach, with a spur from Woodbridge to Perth Amboy.

#### ONE THOUSAND MILES OF TRACK.

Another branch will be built from Rahway to Elizabeth, connecting there with the Consolidated company's system; also a branch from Bound Brook to New Brunswick, connecting there with the present street railway. From Trenton the road will pass through Morristown, Bristol, Carnwells, Terresdale, Tacony, Holmesburg and Frankfort, connecting at the latter point with the existing line into the heart of Philadelphia. It will also connect at Trenton with a line to Camden, running almost parallel with the Amboy division of the Pennsylvania Railroad, and passing through Bordentown, Palmyra, and thence into Camden by existing lines.

The entire system will comprise about 1,000 miles of track and will accommodate fully 5,000,000 persons. It will, while building, give employment to an army of men and impart a stimulus to every place through which it passes. Nor will its advantages be limited to facilities for travel.

It is designed not only to carry passengers, but to transport by means of combination trains farming truck, agricultural implements, manufactured products, general merchandise and all such goods as enter into local commerce.

This electric enterprise is to be managed by two great corporations—the Central Jersey Traction Company, with a capital of \$500,000, and headquarters at No. 2 Wall street, New York, and the New York and Philadelphia Traction Company, with a capital of \$10,000,000, and general offices at Trenton, N. J. The officers and directors of the first named company are:—President, Frank A. McGowan; vice-president, ex-Sheriff E. W. Hine, of Newark; secretary, J. H. Baldwin, of Newark; treasurer, J. H. Barral, of Trenton. Directors—D. K. Bayne, of New York; W. H. Skirm, of Trenton; Joseph H. Reall, of Bloomfield, and J. C. McNaughton, of Philadelphia.

#### CONSIDERED A SHREWD MOVE ON THE PART OF THE PENNSYLVANIA RAILROAD.

This is the great railroad scheme that was fully described in the *HERALD* six months ago, when the plan was first projected. As was at that time pointed out the Pennsylvania Railroad is probably interested in this new, great enterprise. The money making Pennsylvania corporation had turned over to a Philadelphia syndicate, of which John D. Crimmins was the mouthpiece, all of its wide street interests in Jersey City, and it was argued at the time that it would not have done so unless there was some hidden consideration.

The Pennsylvania Railroad and the Central of New Jersey had long been at odds over their business in eastern New Jersey, although the public had known little about it. The Central threatened to parallel the Pennsylvania's line to New Brunswick and tap that profitable trade which the Pennsylvania now monopolizes.

In reply the Pennsylvania threatened to parallel the Central's line to Plainfield and spoil that monopoly. The counter propositions balanced each other and the two roads remained in armed neutrality.

When the trolley first began to attract attention it occurred to each road that this might furnish a cheap and efficient way of tapping the other's business. So both roads were fully alive to trolley possibilities.

It was remarked from the outset that, although it was no easy situation for an outside corporation entering the field to handle, the new syndicate found no difficulty in obtaining the Jersey City franchise and the possession of the plank road across the Newark meadows, which was also controlled by the Pennsylvania Railroad.

Wherever it ran counter to what might have been conceived to be the interests of the Pennsylvania Railroad, the syndicate was helped, rather than hindered. On the contrary, at every turn the syndicate met the opposition of the New Jersey Central.

It is not surprising, therefore, to find that the Pennsylvania Railroad is intimately concerned with the Philadelphia syndicate in this New York and Philadelphia trolley system, as is shown by the fact that the Pennsylvania's president is at the head of the present scheme.

It is recognized on all sides as a very shrewd move on the part of the Pennsylvania management, in view of the inevitable necessity of the trolley, to steal a march in this way upon its rival, thus accomplishing the double purpose of trapping its rival's exclusive strongholds and securing the monopoly of the small business along its own steam lines.

*Newark Evening News, August 23, 1894.*

#### AFTER SPRINGFIELD STREETS.

The New York and Philadelphia Traction Company, that intends constructing an electric railway from New York to Philadelphia, last night applied to the Township Committee of Springfield for the privilege of operating a road on some streets of the township. The application was laid on the table until September 11. In the meantime the committee will invite the taxpayers of the township to be present on that date and express their views regarding the matter.

Lots Nos. 7 and 8 50x150 feet, on Keeler Place, 175 feet from Westfield Avenue, sold June 3, 1893, to Mr. P. Meisel, consideration \$350 cash. Mr. Meisel commenced construction of a house at once, and as a bonus for immediate improvement, and being the first purchaser, got the lots at half price. To next purchaser on same conditions, rebates were offered of \$100, \$75 and \$50 for plots 50 feet front.



In December, 1893, Mr. Meisel sold house and lots to Mr. Frank Morrison, present owner.

FIRST HOUSE BUILT, RESIDENCE OF F. MORRISON.

### Extracts From Circular No. 1.

Lots 132 and 133, on Salter Place, 250 feet from Morris Avenue, sold July 15, 1893, to Mr. J. Bettinger, of Newark, for \$400, less 10 per cent. discount, allowed on satisfactory assurance of improvement within three months; also four feet off lot No. 9 (purchaser of lot No. 8 having erroneously located line). Mr. Bettinger started to build within one month from date of purchase.

Right of Way has already been secured for the extension of the Newark-Irvington electric line to Millburn, Summit, etc., which will cross Morris Avenue, Springfield,  $\frac{1}{4}$  of a mile above lot No. 138.

Another electric line is projected (and Right of Way is now being secured) from Paterson to New Brunswick, which will pass in front of my Westfield Avenue lots, go through Springfield, then to Millburn and to the Oranges, there connecting with the various electric lines to Newark. This vexed question of rapid transit solved, the growth of Springfield will be rapid, as many people, who have been attracted by the beauty of the historic old town, have only been deterred from settling, awaiting better transportation facilities, which are now assured. There are only about sixty-five of these choice 50-foot front plots left, and prices will be doubled as soon as one of the electric lines is in operation.



SECOND HOUSE BUILT RESIDENCE OF J. BETTINGER.

### Extract From Circular No. 2.

Lots Nos. 5 and 6, on Westfield Avenue, sold for \$490 to Mr. Chas. W. Schomp, who, for commencing construction of a house within two weeks, received the special discount of \$100 offered in last Circular.

I signed Right of Way paper Saturday for the Paterson-New Brunswick electric line referred to in Circular No. 1.



THIRD HOUSE BUILT. RESIDENCE OF C. W. SCHOMP.

### Extracts From Circular No. 3.

October 9, 1893.

Sold for \$250 (on installment plan), lot No. 4, on Westfield Ave., to Mr. Charles W. Schomp of Springfield. Mr. Schomp is erecting a \$3,000 house on lots Nos. 5 and 6, and wants the additional 25 feet for his garden, which will be prettily set out.

The electric line from Newark, which has heretofore stopped about a mile out of South Orange, was extended Saturday to the tracks of the D. L. & W. in South Orange. This brings South Orange within three miles of Springfield over the turnpike from Springfield to Newark, which is now being macadamized, and which when finished, will, being the shortest road to Newark, turn the tide of travel over it and greatly help Springfield. This, with the improvements being made by the D. L. & W. at Millburn, and the almost double train service to Mill-

burn, when the South Orange local terminal is transferred there, together with the very satisfactory progress being made by the projected Paterson-New Brunswick Electric Line, which will pass in front of my Westfield Avenue lots—makes the prospects of Springfield look very bright. My prices will be raised 10 per cent. in November.

**Extracts from Circular  
No. 4.**

December 27, 1893.

Sold (Dec. 2d) to Mr. P. Meisel (of Springfield) Lots Nos. 133, 134, 135 and 136 (99x100), on N.W. side of Salter Place, beginning 150 feet from Morris Ave., for \$460, less special discount, \$75, for cash and immediate improvement. Mr. Meisel at once started erection of a very tasteful cottage, as shown on the accompanying cut.

This property was put on the market last May; 13 lots have been sold, on which two houses are now built and occupied, one house almost finished, and a fourth in process of construction, all of which,



FOURTH HOUSE BUILT, RESIDENCE OF P. MEISEL.

considering the times, and the fact that no "boom" has been attempted, makes a very satisfactory showing, and augurs well for the future growth of Springfield.

The electric line over the Plank Road, leading from Jersey City to Newark, Irvington and South Orange, is now completed and will be in full operation in the Spring. Cars will run under ten minutes headway and but 10 cents fare charged.

This will greatly benefit property in the immediate vicinity. The various improvements mentioned in previous circulars are progressing well.

October 19, 1892, sold to W. B. Denman, of Springfield, plot 25x272, in rear of lot No. 133.  
November, 1894, sold to Messrs. Bohners' Sons, lot No. 92, on Keeler Place.

**Extract from Circular No. 5.**

May 15, 1894.

Lots Nos. 60 and 61, on west side of Keeler Place, 150 feet from Morris Avenue, sold May 5, 1894, to Mr. James Wilcox, of Springfield, for \$275 cash, less a Special Discount of 15 per cent., allowed in consideration of cash payment, and being the first purchaser on this street to build.

NOTE.—Mr. Wilcox is now (August 1st) erecting a handsome residence.

The Electric Line between Jersey City and Newark was formally opened for traffic April 21st. Cars now run under ten minutes headway; fare for trip 10 cents. The patronage of the line has surprised everyone.

The macadamizing of the road between Springfield and Newark will be completed about the tenth of June. This will greatly benefit Springfield as it shortens the distance between Springfield and Newark one mile, and will turn travel and business to Springfield, which has been diverted toward Millburn in consequence of the poor condition of this road.

The railroad improvements at Millburn are making good progress. The tracks have been elevated; one is now being used, and it is expected the other will be ready early in June. When this is finished, a new depot will be put up, and later, the Round House and shops, now at South Orange, will be moved to Millburn, which will give Millburn the same service now enjoyed by South Orange, and will greatly benefit Millburn and Springfield.

Application has been made by the Central Jersey Traction Company for permission to lay its tracks through Springfield. The benefits to be derived when this rapid transit is secured are too obvious to require mention.

The foregoing pages briefly recite the past years' progress and improvements. With the completion of the new depot at Millburn, and what is still more important and destined to work incalculable advantage, the removal of the D. L. & W. Round House from South Orange to Millburn, one might feel well justified in considering an investment in real estate in this vicinity as a promising one. The enhancement which will result in property values UPON THE ADVENT OF THE ELECTRIC LINE (WHICH HAS APPLIED FOR FRANCHISE THROUGH SPRINGFIELD) is so apparent to everyone that comment is needless. It would be conservatism itself to say the increase would be but twofold.

# REMEMBER

THAT EVERYONE IN THE COUNTRY WANTS AT LEAST FIFTY FEET FRONTAGE  
AND THAT THERE ARE THEREFORE ONLY

## 62

OF THESE EXCEPTIONALLY FINE PLOTS LEFT FOR SALE.

(1956-57)

BRIANT AVE.

# SALTER

52

AVE

M O R R I S

SALTER PL.

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PL.

PLACE.

KEELER

WESTFIELD

Ave.

**PRESENT PRICE LIST SUBJECT TO CHANGE WITHOUT NOTICE**  
**SPRINGFIELD LAND AND IMPROVEMENT COMPANY, SPRINGFIELD, N. J.**

LOT No.	PRICE.	LOT No.	PRICE.	LOT No.	PRICE.	LOT No.	PRICE.
1.....	\$375	38.....	\$260	71.....	\$250	103.....	\$450
2.....	275	39.....	260	* 72.....	250	104.....	225
3.....	260	40.....	255	73.....	325	105.....	225
4, 5, 6, 7, 8.....	Sold	41.....	255	74.....	125	106.....	300
9.....	190	42.....	255	75.....	150	107.....	275
10.....	190	43.....	325	76.....	175	108.....	275
11.....	190	44.....	225	77.....	175	109.....	250
12.....	190	45.....	150	78.....	150	110.....	230
13.....	180	46.....	150	79.....	150	111.....	225
14.....	170	47.....	150	80.....	150	112.....	220
15.....	350	48.....	150	81.....	150	113.....	220
16.....	150	49.....	150	82.....	150	114.....	215
17.....	175	50.....	150	83.....	150	115.....	210
18.....	175	51.....	150	84.....	150	116.....	185
19.....	175	52.....	150	85.....	150	117.....	190
20.....	175	53.....	150	86.....	150	118.....	215
21.....	175	54.....	150	87.....	150	119.....	425
22.....	175	55.....	150	88.....	150	120.....	475
23.....	175	56.....	150	89.....	150	121.....	150
24.....	150	57.....	150	90.....	150	122.....	150
25.....	150	58.....	175	91.....	200	123.....	175
26.....	150	59.....	175	92.....	Sold	124.....	200
27.....	150	60, 61.....	Sold	93.....	160	125.....	200
28.....	150	62.....	325	94.....	125	126.....	200
29.....	150	63.....	260	95.....	140	127.....	250
30.....	150	64.....	255	96.....	160	128.....	250
31.....	150	65.....	255	97.....	175	129.....	200
32.....	150	66.....	250	98.....	175	130.....	200
33.....	150	67.....	250	99.....	180	131.....	200
34.....	150	68.....	250	100.....	200	132, 133, 134, 135, 136, 137.....	Sold
35.....	150	69.....	250	101.....	210	138.....	175
36.....	150	70.....	250	102.....	225	139.....	100
37.....	125						

\*Pair.

†\$7.50 a foot; 3-ft. bank.

‡Corner; area, 3 1-3 city lots.

§\$7 a foot. Bank and trees.

|| Bank 2 ft. Trees.

\*Corner.

†Corner and high ground.

‡Row of trees on division line.

§Corner.

\*Corner, and fine large sugar maple tree.

†Row of trees on division line.

\*1 1/2 ft. bank.

†3 ft. bank.

|| High bank; corner proposed street.

§High bank.

|| 30 ft. front, corner, and very fine well worth \$150

c|| 1/2 ft. front, 57 1/2 ft. wide, rear, and 150 ft. deep.

# THE TROLLEY ASSURED.

## Another Electric Line Desirous of the Springfield Franchise.

### EXTRACTS FROM NEWARK EVENING NEWS.

*September 10, 1891.*

#### TO APPLY FOR A FRANCHISE.

A PLAN TO EXTEND THE ELECTRIC ROAD TO MILLBURN.

Applications will be made very soon on behalf of the North Jersey Traction Company for franchises that will enable them to run electric cars from the point where the Irvington line now stops, up Springfield avenue to the Union County line, passing through the townships of Clinton, South Orange and Millburn.

The men who are interested in this new enterprise are also closely connected with the Consolidated Traction Company. J. A. Corbierie is the president and he confirms the foregoing report of the purpose of the concern.

The residents of the district through which the road is expected to pass are said to be in favor of it. Hitherto they have been dependent upon stage lines, and they would be glad to be furnished with quicker means of transit, it is claimed.

*September 11, 1891.*

#### TROLLEY COMPANIES' OFFERS.

NEW JERSEY TRACTION VERY DESIROUS OF MILLBURN AND SPRINGFIELD FRANCHISES.

The terms of the New York and Philadelphia Traction Company and the encouragement extended it have urged other companies to bid for the privilege of operating a railway through Millburn and Springfield, and to-day agents of the New Jersey Traction Company are to begin a canvass of the townships in order to secure the necessary right of way before applying to the Township Committee.

In a letter to some prominent property-owners of the villages, E. B. Gaddis, of Newark, a representative of the New Jersey Traction Company, says \$100,000 has been deposited to show that the company is sincere in its promises to construct within a short time a railroad extending from the terminus of the Consolidated Company's line at Irvington, along Springfield avenue to Millburn, thence along Main street to

Springfield. Besides Mr. Gaddis the Essex County men named as projectors are Dr. Leslie Ward, John Dryden, Elias Ward, Messrs. Krueger, Shanley, Radel and Secherer. The New York men are John D. Crimmins, William C. Whitney, Stephen B. Elkins and P. A. B. Weidener. The company, it is said, will send its engineer over the desired route this week and the Springfield Township Committee has postponed indefinitely the meeting to act on the application of the New York and Philadelphia company until the New Jersey company shall get its application in shape.

Within the past two weeks a more general feeling has been expressed toward granting the right-of-way to the company offering the best terms. It is asserted that the opposition to an electric railroad along the narrow strip of Westfield avenue, Springfield, has diminished considerably, as some of the property-owners have stated that they wish the railway in front rather than at the rear of their residences. The greatest objection, it is feared, will be raised by some Millburn business men.

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